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AUTHORITY

AGO D/A ltr dtd 11 Jun 1980

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (11 Jul 69) FOR OT UT 692178

14 July 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 164th Aviation Group, Period Ending 30 April 1969

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

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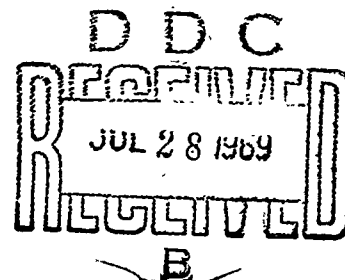
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 164TH AVIATION GROUP
APO San Francisco 96215

AVEACE

15 May 1969

SUBJECT: Operational Report of Headquarters, 164th Combat Aviation Group
for the Period Ending 30 April 1969, RCS CSF(R-65 (RI)

SEE DISTRIBUTION

1. Section 1: Operations: Significant Activities.

a. Unit Mission: The mission of the 164th Combat Aviation Group has not changed since the previous operational report submitted for the period ending 31 January 1969.

b. Organization: In February 1969, the field artillery, medical, security, and infantry radar detachments assigned to the 164th Aviation Group were reassigned from the airfield support detachments to the major subordinate organizations of the group. This change, effected without restationing the units involved, was made in order to provide better administrative support to the detachments and a more logical command relationship in view of the airfield defense mission assured by the Bn/Sqdn. The airfield support detachments were attached to the Bn/Sqdn for the same reasons. The current organization and stationing of 164th CAG can be found in Inclosure 1.

c. Personnel Changes: LTC Bobbie G. Berry, OF102816, assumed the duties of the 164th CAG S4, replacing LTC John F. Oberwire, 083632, on 7 February 1969.

(1) Military

	<u>OFFICER</u>		<u>WO</u>		<u>EM</u>		<u>TOTAL</u>	
<u>UNIT</u>	<u>AUTH</u>	<u>ASSGN</u>	<u>AUTH</u>	<u>ASSGN</u>	<u>AUTH</u>	<u>ASSGN</u>	<u>AUTH</u>	<u>ASSGN</u>
HHC	23	37	1	6	69	107	93	150
52nd QM DET					8	7	8	7
53rd QM DET					8	8	8	8
62nd QM DET					8	8	8	8
5th QM DET					8	6	8	6

(2) Civilian

	<u>VN</u>		<u>TOTAL</u>	
<u>UNIT</u>	<u>AUTH</u>	<u>OH</u>	<u>AUTH</u>	<u>OH</u>
HHC	2	2	2	2

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15 May 1969

SUBJECT: Operational Report of Headquarters, 164th Combat Aviation Group
for the Period Ending 30 April 1969, RCS CSFGR-65 (H1)

e. Aircraft Status as of 30 April 1969:

<u>UH-1H</u>		<u>U-1A</u>		<u>CH-6A</u>	
<u>AUTH</u>	<u>CH</u>	<u>AUTH</u>	<u>CH</u>	<u>AUTH</u>	<u>CH</u>
2	2	1	1	5	4

f. Operational Results as of 30 April 1969: Operational results of organic tactical units are reported separately in Bn/Sqdn reports indorsed by this Headquarters.

g. Chronological Narrative:

VNAF AIRMOBILE TRAINING:

(1) Squadron Training: During February and March 1969, the 211th and 217th Helicopter Squadrons of the 74th VNAF Wing provided tactical support to the IV CTZ. A daily package of 10 VNAF CH-34's supported by 164th CAG armed helicopters and a command and control helicopter, was employed throughout the Mekong Delta with excellent results. In April 1969, the two VNAF Squadrons stood down for conversion to UH-1 aircraft.

(2) Air Mission Commander Training: Air Mission Commander Training was not conducted for VNAF pilots during this quarter. The 74th VNAF Wing had 11 trained Air Mission Commanders on 30 April 1969.

(3) UH-1D Transition Training: 11 VNAF pilots completed UH-1D transition training during the quarter. 17 students were undergoing transition as of 30 April 1969. Each VNAF pilot receives a full course of instruction including ground school and flight instruction. Upon transition, the students participate in all types of combat operations with the US host unit. During the 90 day course, each pilot will fly over 100 hours.

AVIATION SAFETY:

The aircraft accident rate for the 164th CAG during the period 1 Feb to 30 Apr 69 was 22.61. This is a substantial increase over the previous quarter. Additional command emphasis is being placed on flight safety and an aggressive accident prevention program has been implemented.

LOGISTICS:

(1) During the reporting period the Group consumed in excess of 10,000,000 gallons of aviation fuels and expended in excess of 100,000 2.75" FFAR.

(2) The Group has continued to operate 13 stagefields, providing ammunition and POL for airmobile operations. Coordination has been initiated

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for the Period Ending 30 April 1969 RCS CSFOR-65 (RI)

with the 4th Logistics Command (ARVN) in an effort to prepare ARVN Forces for eventual total operation of refueling and rearming facilities at the stagefields.

COMMUNICATIONS:

During this period the 164th CAG Communication section relocated to new facilities in the vicinity of the Group Headquarters. This new facility allowed for expansion of the Communications Center and also provided air conditioning to maintain a constant temperature within the range established for optimum operation of installed equipment. Installation of FM, Secure FM, UHF and HF communications equipment in the Group TOC was completed during this reporting period. The TOC duty officer now has the capability to communicate on FM or UHF with air mission commanders supporting tactical operations anywhere in the IV CTZ. The Group TOC is also tied in with Pn/Sodn TOCs by FM, Secure FM and sole user telephone circuits.

OPERATIONS:

On 1 February 1969, the 164th CAG TOC became operational. The TOC, located at Can Tho, is the hub of all Army Aviation Combat and Combat Support activities in the IV CTZ. Missions received from IV Corps TOC are assigned to organic BOCs and TOCs within Group. An extensive communications network assures 24 hour operational control of all aircraft flying in the Delta. Aviation assets can be moved rapidly within the IV CTZ to re-enforce units in contact. This "pile on" capability has resulted in a significant increase in combat results obtained by aviation units. Additionally, in administrative and logistical areas, maximum support is being provided with a significant reduction in required flight time. Faster and better support on short notice is being provided throughout the IV CTZ. More efficient management of existing resources has greatly increased the quantity and quality of aviation support available in IV CTZ.

h. Awards and Decorations: Awards received, processed and awarded during the period 1 February 1969 thru 30 April 1969:

	<u>SSM</u>	<u>LOM</u>	<u>DFC</u>	<u>SM</u>	<u>BSMV</u>	<u>AMV</u>	<u>ARCOMV</u>	<u>FSM</u>	<u>AM</u>	<u>ARCON</u>
HHC								28	6	15
5 QM								1		1
52 QM								1		2
53 QM										
62 QM										

2. Section 2: Lessons Learned.

a. Personnel:

Assignment Instructions

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15 May 1969

SUBJECT: Operational Report of Headquarters, 164th Combat Aviation Group
for the Period Ending 30 April 1969, RCS CSFOR-65 (RI)

(a) OBSERVATION: Assignment instructions for departing personnel are not being received within the time limits established by Department of the Army.

(b) EVALUATION: Approximately 40% of the assignment instructions received by this Headquarters are late. Instructions on Inter-Theatre Transfers and enlisted men in the first five grades are particularly sluggish. The hardships imposed upon Vietnam returnees by assignment to Oakland Army Terminal pending re-assignment are obvious.

(c) RECOMMENDATIONS: Recommend that increased emphasis be placed on the timely dispatch and transmission of assignment instructions. Further recommend that the restriction prohibiting telephonic inquiry on assignment of junior enlisted men be adjusted to 30 days prior to their DEROS.

(d) COMMAND ACTION: A command letter was submitted by this Headquarters on 11 February 1969 to 1st Aviation Brigade explaining the assignment situation and requesting timely arrival of assignment instructions for all personnel.

b. Operations

(1) Standby Fire Teams

(a) OBSERVATION: The increased tempo of airmobile operations in IV CTZ produced a requirement for an aerial weapons re-enforcing capability at Corps level.

(b) EVALUATION: The establishment of the 164th CAG TOC made it possible for aerial weapons assets to be moved quickly within the IV CTZ. Better management of armed helicopter resources created a pool of three light fire teams which could be retained under IV Corps control.

(c) COMMAND ACTION: A Corps reserve of three AH-1G light fire teams is maintained each day. These teams are controlled by 164th CAG TOC with the approval of IV Corps TOC. Each team normally provides a landing zone prep for airmobile operations. Returning to standby status, each team can be airborne within 10 minutes to provide fire support for any type of combat action. Since this program was instituted, 164th CAG KBAs have increased by 50%.

(2) Replacement Training

(a) OBSERVATION: Installations of the 164th Combat Aviation Group are tenanted primarily by combat support and combat service support units which have neither the facilities nor the personnel to conduct an effective replacement training program.

(b) EVALUATION: Replacement training, as conducted at the unit level,

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SUBJECT: Operational Report of Headquarters, 164th Combat Aviation Group
for the Period Ending 30 April 1969. RCS CSFOR-65 (RI)

often falls short of desired goals because of the lack of range facilities, qualified instructors, classroom facilities, and the necessity to conduct this training while meeting operational commitments. Almost all combat units however, have training schools set up to meet this requirement before replacements are assigned to companies.

(c) RECOMMENDATIONS: That USARV establish a replacement training school for each CTZ specifically to train replacement of the combat support and combat service support units.

(d) COMMAND ACTION: Through coordination with the 9th US Infantry Division at Dong Tam the 164th Combat Aviation Group has secured permission to train a limited number of replacements at the division's replacement training academy.

(3) Downed Aircraft Rigging

(a) OBSERVATION: On occasion, when several aircraft are down at the same time, recovery has been delayed due to a shortage of trained rigging crews and rigging equipment.

(b) EVALUATION: The 611th Transportation Company (ADS) supports the 164th CAG with rigging crew and rigging equipment. When aircraft at widely separated locations require recovery, one rigging crew is not sufficient.

(c) COMMAND ACTION: Annex C to the 164th CAG Tactical SOP was published 17 April 1969. Each company-size unit was tasked to maintain a trained rigging crew and equipment capable of rigging its organic aircraft. The 164th CAG TOC designates an appropriate company-size unit to rig downed aircraft if the 611th TC rigging crew is already committed.

c. Communications

(1) Frequency Allocation

(a) OBSERVATION: With activation of increased communications capabilities in the TOCs/BOCs of the 164th CAG, a proportional increase in frequency interference has been experienced.

(b) EVALUATION: Due to the large requirement for frequencies to support ARVN, US and other Free World Forces, only a limited number of frequencies are available for assignment to individual units. This problem exists primarily in the FM spectrum. To achieve maximum utilization available frequency allocations must be made on a shared basis, corps area discrete basis and corps adjoining corps area discrete basis. Throughout the IV CTZ, it has been found that only the III & IV Corps discrete frequencies provide adequate service without interference. Aviation units operating on or near a corps boundary require frequencies discrete to both corps area.

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15 May 1969

SUBJECT: Operational Report of Headquarters, 164th Combat Aviation Group
for the Period Ending 30 April 1969, MCS CSF(R-65 (RI)

Operation of FM nets in the secure mode further increases the requirement for interference free frequencies.

(c) RECOMMENDATIONS: That action be taken to provide additional discrete frequencies for aviation units. A concurrent reduction could be made in the assignment of shared frequencies.

(d) CG AND ACTION: On 21 April 1969 the 164th CAG submitted a request for assignment of additional III & IV Corps discrete frequencies for use on secure command and operations/intelligence nets. Discrete frequencies will also be used by the 7/1st ACS in their area of operation near the Corps boundary.

(2) Avionics

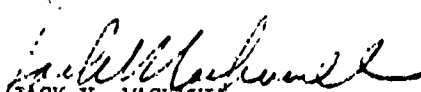
(a) OBSERVATION: Some wiring harnesses installed in aircraft for use with secure voice equipment were found to be too short.

(b) EVALUATION: In some aircraft the wiring harness (specifically the terminal amphenol connectors) used to connect the FM secure voice equipment into the avionics system has been installed incorrectly. The connectors were installed and terminated on "dummy plugs" pending addition of the secure equipment. This installation failed to provide sufficient cable to reach the secure equipment when placed in its shock mount. Corrective action required re-routing the wiring harness at various points on the airframe to achieve the needed cable length.

(c) RECOMMENDATION: That explicit instructions accompany all MWO or job contracts for avionics modifications and a mock up be used to determine correct wiring harness lengths.

(d) COMMAND ACTION: The 164th CAG Avionics Officer contacted USARV Avionics personnel and ECOM technical advisors about this problem. ECOM has made necessary adjustments on 164th CAG aircraft.

1 Incl
as


JACK V. MACKMULL
Colonel, Infantry
Commanding

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AVRAGC-0 (15 May 69) 1st Ind

SUBJECT: Operational Report of Headquarters, 164th Combat Aviation Group
for the Period Ending 30 April 1969, RCS CSFOR-65 (RI)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 28 MAY 1969

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-OT,
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

1. This headquarters has reviewed this report and considers it to be adequate.

2. The following additional comments are considered pertinent:

a. Paragraph 2a, pages 3 and 4. Late receipt of assignment instructions has been a command-wide problem for several months and has resulted in dissatisfaction and hardship on the part of the individuals concerned. Recently revised procedures promulgated by Headquarters USAF have been disseminated to all units in the brigade. Command emphasis is being placed on timely, accurate reporting by brigade units. No recommendation is made at this time since the effect of actions already taken to correct the deficiencies is not yet apparent.

b. Paragraph 2b(2), page 4. The problems of conducting required mandatory training at company level are recognized but are being overcome by units within this command. It will remain the company commander's responsibility to see that mandatory training is conducted to meet those requirements not met by the 9th US Infantry Division's replacement training academy at Dong Tam.

c. Paragraph 2b(3), page 5. Rigging crew training can be accomplished at company level as indicated. In cases where experienced personnel are not available as instructors, a request can be made to the 34th General Support DS companies for rigging training assistance. Sling equipment can be procured by work ordering sling requirements to the Corpus Christi Bay Floating Aircraft Maintenance Facility at Vung Tau. This facility will fabricate necessary recovery slings. The ship is presently off station for yearly maintenance and scheduled to return approximately 1 July 69. Prior to the ship's departure the 1st Aviation Brigade Maintenance Section work ordered the manufacture of enough slings to deplete the nylon strap stocks on board the ship. These have since been issued to the Combat Aviation Groups as an interim supply until the Corpus Christi Bay arrives back on station at Vung Tau. Units have been telephonically advised that

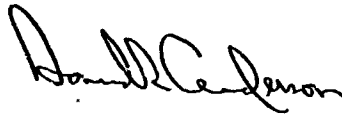
28 MAY 1969

AVBAGC-0 (15 May 69) 1st Ind

SUBJECT: Operational Report of Headquarters, 164th Combat Aviation Group
for the Period Ending 30 April 1969, RCS CSFOR-65 (RI)

recovery slings can be procured by work ordering fabrication to the Corpus Christi Bay. This item will be included in the next 1st Aviation Brigade G-4 Maintenance and Supply Newsletter.

FOR THE COMMANDER:



DAVID R ANDERSON
CPT. AG
ASST. AG

AVHGC-DST (15 May 69) 2d Ind

SUBJECT: Operational Report of Headquarters, 164th Combat Aviation Group
for the Period Ending 30 April 1969, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 17 JUN 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

This headquarters has reviewed the Operational Report-Lessons Learned for
the quarterly period ending 30 April 1969 from Headquarters, 164th Combat
Aviation Group and concurs with the report as indorsed.

FOR THE COMMANDER:



W. C. ARNTZ
CPT, AGC
Assistant Adjutant General

Cy furn:
164th Cbt Avn Gp
1st Avn Bde

GROP-DT (15 May 69) 3d Ind

SUBJECT: Operational Report of HQ, 164th Cbt Avn Gp for Period
Ending 30 April 1969, RCS CSFOR-65 (RI)

HQ, US Army, Pacific, APO San Francisco 96558 30 JUN 69

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

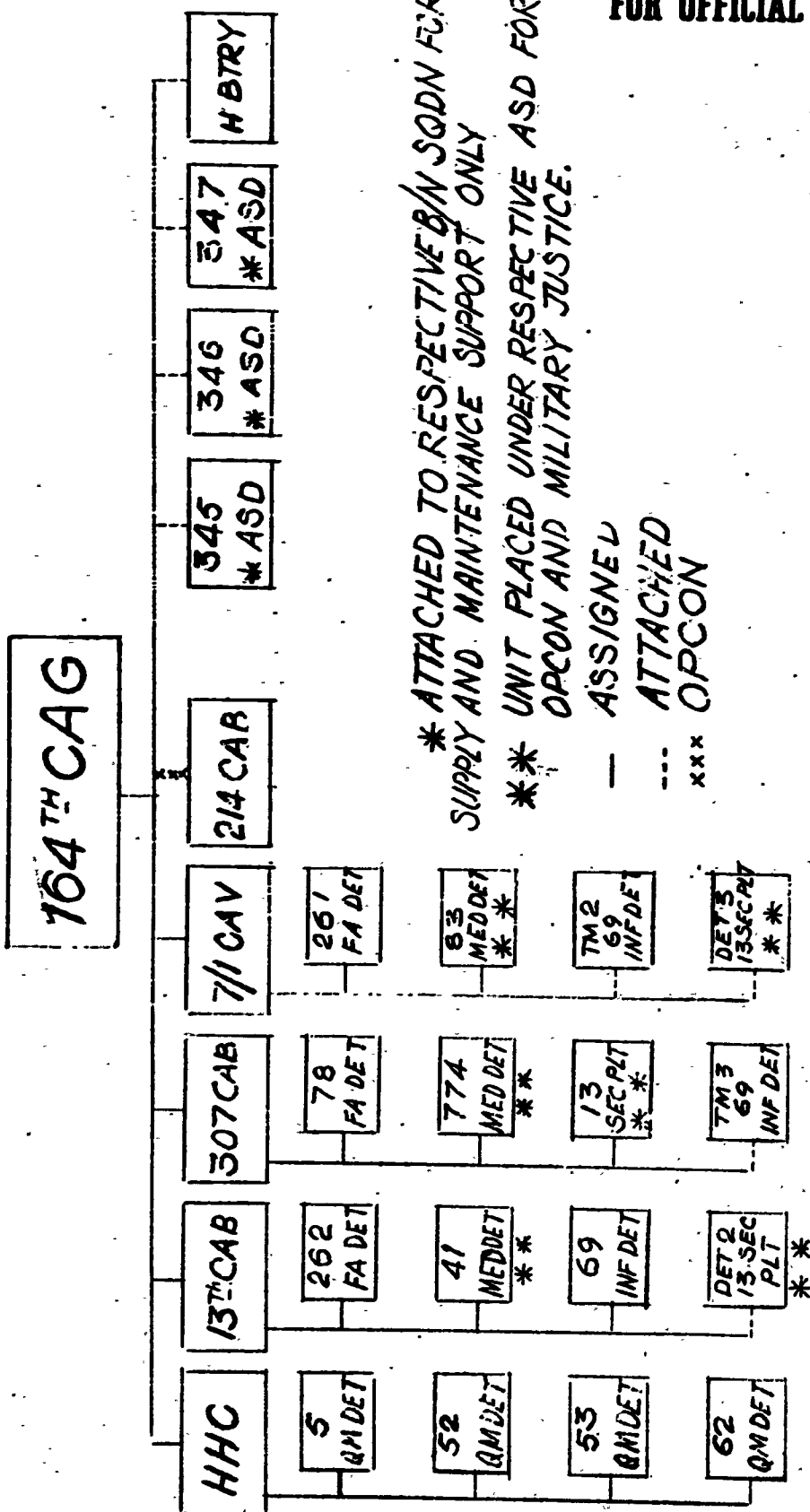
This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



C. L. SHORTT
CPT, AGC
Asst AG

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